

CUR NEWS-ROOMS
AND
REFERENCE AND LENDING
LIBRARY
will shortly be opened for the
use of Subscribers to the
"HONGKONG TELEGRAPH"
FREE.

The Hongkong Telegraph

ESTABLISHED 1881.

NEW SERIES No. 241.

日二初月二十年一十二緒光

THURSDAY, JANUARY 16, 1896.

四拜禮

號六十月正英港香

THIRTY DOLLARS
PER ANNUM.

ON THURSDAY
DOLLARS.
European Subscribers to the
Hongkong Telegraph are, from
1st October, 1895, insured for
the sum of \$1,000 against Fatal
Accident.
SEE BELOW.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital \$10,000,000
Reserve Fund \$5,000,000
Reserve Liability of Proprietors \$10,000,000

COURT OF DIRECTORS:
J. KRAMER, Esq., Chairman.
A. McCONNACHIE, Esq., Deputy Chairman.
Hon. J. J. Bell-Irving, Esq., S. C. Michaelson, Esq.,
G. R. Duffell, Esq., D. R. Searson, Esq.,
M. D. Farquhar, Esq., W. A. Sibber, Esq.,
R. M. Gray, Esq., R. Shewan, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.,
MANAGER:
Shanghai—J. P. WARD GARDNER, Esq.,
LONDON BANKER—LONDON AND COUNTY
BANKING COMPANY, LIMITED,
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
T. JACKSON, Chief Manager.

Hongkong, 23rd December, 1895. [11]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.
INTEREST on deposits is allowed at 3 1/2 per
Cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per Cent. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON, Chief Manager.

Hongkong, 1st August, 1895. [12]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital \$1,000,000
Subscribed Capital \$500,000

HEAD OFFICE—HONGKONG.

COURT OF DIRECTORS:
D. Gillies, Esq., Chow Tung Shing, Esq.,
H. Stollerfort, Esq., Kwan Hoi Chuen, Esq.,
Chan Kit Shan, Esq.,
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 22nd October, 1895. [17]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL \$1,500,000
PAID-UP \$1,185,000

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED ON CURRENT
ACCOUNTS at the rate of 2 per cent.
per annum on the Daily Balance.

ON NEW FIXED DEPOSITS:
For 12 Months, 4 per cent.
" 6 " 3 1/2 " "
" 3 " 3 " "
DEPOSITS RETURNED ON OLD TERMS.
J. W. R. TAYLOR,
Manager, Hongkong.

Hongkong, 18th December, 1895. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP \$800,000
RESERVE LIABILITY OF SHARE-
HOLDERS \$800,000
RESERVE FUND \$335,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3 1/2 " "
" 3 " 3 " "
T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 16th September, 1895. [13]

Amusements.

THEATRE ROYAL

CITY HALL.

Under the Patronage of
H.E. the Governor, Sir WILLIAM ROBINSON,
F.C.M.G.

GRAND CLASSICAL CONCERT

by
SIGNORINA BELINFANTE.

Assisted by
SEVERAL LEADING AMATEURS

ON
MONDAY, 20th January, 1896,
AT 9 15 P.M.

Full particulars will be published later.

SEATS can be Booked at Messrs. KELLY &
WALSH, Ltd.

Shall & Dress Circle \$2
Back Seats \$1

Hongkong, 10th January, 1896. [114]

Notice of Firms.

NOTICE.

NOTICE is hereby given that
Mr. ALFRED F. O. KRAUSS

Mr. PHILIPP BERNHARD
SCHMACKER

retired from our firm on the 31st December,
1895, and that

Mr. FRIEDRICH CARL PAUL
SACHSE

Mr. CHARLES ERNEST
RAYNER

and
Mr. GUSTAV ADOLPH DEGENER

BÖNING

have to-day been admitted Partners.

CARLOWITZ & Co.
Hamburg, Hamburg & China,
1st January, 1896. [14]

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

Sole Eastern Agents for
SPRINTON GOLF ARMOURD HOSE
SNOWDON, SONS & Co. "SNOWDRIFT" MANF.
THE NEW WIRE WOVE ROOFING Co.
THE ALUMINIUM & GENERAL FOUNDRY Co.



SPECIAL DAGGER PACKING
FOR HIGH PRESSURE, ROUND
OR SQUARE.
ASBESTOS PACKINGS of every description.
ASBESTOS SHEETS, MILLBOARDS, CANVAS, &c.
ASBESTOS COMPOSITION for COVERING BOILERS and STEAM PIPES.
CANVAS CORE PACKING (Tuck Form), SPECIAL-ENGINE and CYLINDER OILS
ASBESTOLINE, the most economical lubricant.
ALL GOODS BEARING TRADE MARK GUARANTEED.
W. JACKSON, Manager.
Hongkong, 26th September, 1895. [130]

MEALS

THE CLUB HOTEL 5, BUND, YOKOHAMA.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervi-
sion of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT
Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every
assistance given in clearing luggage and affording information. Passengers are met at the
Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra
charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER
on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, YOKOHAMA. | L. DEWETTE, Manager, TOKYO. [160]

KELLY & WALSH, LD. IMPERIAL DIARY & DATE BLOCK for 1896

CHINESE AND ENGLISH.

Hongkong, 28th December, 1895. [16]

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS, "EXCHAMOR," HONGKONG. No. 35.

A. B. C. Code.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN
QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in
PRIVATE DINING-ROOMS.

For further Particulars apply to

THE MANAGER,
MOUNT AUSTIN HOTEL. [13]

Hongkong, 27th July, 1895.

EXPLOSION IMPOSSIBLE.

JASTRAM'S PATENT

GOLDEN MEDAL

PETROLEUM ENGINES

OF 2 TO 12 H.P.

FOR FACTORIES AND LAUNCHES.

WORKED BY ORDINARY PETROLEUM.

Consumption of Petroleum 1 lb. per H.P. and Hour.

A Working Stationary Engine and a Launch with a 4 H.P.

Engines will be shown and full particulars be given on application.

SCHÉELE & CO., HONGKONG,

SOLE AGENTS FOR THE EAST.

NO PROFESSIONAL ENGINEERS REQUIRED.



Intimations.

\$1,000 ONE THOUSAND DOLLARS \$1,000

INSURE YOUR LIFE AGAINST FATAL ACCIDENT
BY SUBSCRIBING
TO
"THE HONGKONG TELEGRAPH."

THE SCOTTISH METROPOLITAN LIFE ASSURANCE COMPANY WILL PAY
THE SUM OF

\$1,000 MEXICAN.

to the legal representatives of the European holder of this COUPON in the event of his death by
Accident on or before the 31st March 1896 while on land within the confines of HONGKONG
or any Treaty Ports of CHINA or JAPAN, or the immediate neighbourhood thereof, provided that
the Name and Address of the said holder appears in the List of European Subscribers to the
"HONGKONG TELEGRAPH"

as furnished to the Company for the Three Months ending 31st March 1896; that the
premium thereon has been duly paid; that death takes place within One Month from the
occurrence of the Accident, and that notice of death, with full particulars, is sent within fourteen
days of its happening to Mr. J. Y. V. VERNON, Hongkong. It being declared that \$1,000 only
will be paid in respect of any one death.

* This premium is paid quarterly in advance by the Proprietors of The Hongkong Telegraph.

J. Y. V. VERNON,
AGENT.

Hongkong, 1st January, 1896. [150]

PHARMACEUTIC PRODUCTS OF THE FARBERWERKE VORM MEISTER, LUCIUS & BRUNING HOCHST MAIN.

DR. KNORR'S LION BRAND "ANTI-PYRINE,"

(DOSE FOR ADULTS 15 TO 35 GRAINS TROY)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE,
NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSI-
PELAS, WHOOPING-COUGH, and many other complaints. It is also the very best
ANTISEPTIC. Highly recommended by the Medical Faculty. Ask for DR. KNORR'S
ANTI-PYRINE! Each Tin bears the Inventor's Signature "Dr. Knorr" in red letters.

"DERMATOL,"

Is the best Vaseline; its effect in stimulating the closing up of Wounds is described as
amazing.

DR. OVERLACH'S

"MIGRAINE," (ANTI-PYRINE—CAFFEINE CITRATE)

Invaluable for MIGRAINE and of the greatest value in treating HEADACHES of definite
etiology, in the HEADACHES of INFLUENZA, of NICOTINE and MORPHIA POISONING,
and generally where the administration of other remedies have failed.
To be had of every reputable Chemist and Druggist. Supplies constantly on hand at the

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS! [84]

CALDBECK, MACGREGOR & Co.

WINE AND SPIRIT MERCHANTS.

15, QUEEN'S ROAD.

CHAMPAGNES,	HOCKS,	RUM,
BERRIES,	MOSSELLES,	GINS,
PORTS,	WHITE WINE,	LIQUEURS,
CLARETS,	BRANDIES,	BITTERS,
BURGUNDIES,	WHISKIES,	ALES & STOUTS.

Hongkong, 6th December, 1895. [159]

THE HONGKONG BUTCHERY.

No. 11, 12 and 13 Central Market.

PRIME BEEF and MUTTON.

CORNEE BEEF and TONGUES.

AUSTRALIAN PICKLED HOG'S TONGUES.

AMERICAN BUTTER in Rolls and Pats.

GAME, &c., &c.

SHIPMENT AND COAST PORT ORDERS WILL HAVE PROMPT ATTENTION.

J. TATAM,

Hongkong, 2nd December, 1895. [149]

FOR SALE.

G. H. MUMM & Co's CHAMPAGNE.

In cases of 2 doz/bottle \$35 per case.

do " " quarts \$33 " "

SHEWAN & Co.,
Agents.

Hongkong, 15th May, 1895. [133]

A MASONIC BALL,

UNDER THE AUSPICES OF THE

DISTRICT GRAND LODGE OF

HONGKONG AND SOUTH CHINA,

WILL BE HELD AT THE

CITY HALL,

ON

MONDAY, 17th FEBRUARY, 1896.

To commemorate the Jubilee of the introduction

of FREEMASONRY into Hongkong and the

founding of the

ZETLAND LODGE, No. 525.

Intending Subscribers will find Lists at

THE HONGKONG CLUB,

THE HONGKONG HOTEL,

THE VICTORIA HOTEL,

THOMAS GRILL ROOMS,

Messrs. CAMPBELL & MOORE,

Messrs. FALCONER & Co.,

" KELL & WALSH,

" LANE, CRAWFORD & Co.,

" A. B. WATSON & Co., Ltd.

Hongkong, 15th January, 1896. [117]

Insurances.

THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED A.D. 1884.

CAPITAL \$3,000,000

TOTAL FUNDS AND SECURITIES \$2,450,053

NET ANNUAL FIRE PREMIUM \$757,478

HAVING been appointed AGENTS of the

above Company we are prepared to

accept EUROPEAN and CHINESE RISKS

at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 1st January, 1896. [159]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above

Company are prepared to accept First

Class FOREIGN and CHINESE RISKS at

CURRENT RATES.

SIEMSEN & Co.,
Hongkong, 28th May, 1895. [134]

NOTICE.

THE MAN ON INSURANCE COMPANY,
LIMITED.

CAPITAL SUBSCRIBED \$1,000,000

The above Company is prepared to accept

WARRANTED RISKS at CURRENT RATES on Goods

&c. Policies granted to all Parts of the world

payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.

HEAD OFFICE
No. 2, QUEEN'S ROAD WEST,
HONGKONG, 28th May, 1895. [152]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
LIMITED.

CAPITAL, TAELS \$600,000 \$333,333-33

RESERVE FUND \$318,000-00

BOARD OF DIRECTORS.

LEE SENG, Esq., LO YUET MOON, Esq.,
LOU TSO SHUN, Esq.,

MANAGER—HO AMEL.

MARINE RISKS ON GOODS, &c., taken

at CURRENT RATES to all parts of the

World.

HEAD OFFICE, 8 & 9, PRAYA WEST,
HONGKONG, 17th December, 1895. [149]

Intimations.

THE HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that the

FIFTEENTH ORDINARY GENERAL

MEETING of the SHAREHOLDERS of the

above Company will be held at the REGISTERED

OFFICES of the Company, 15 and 16, Queen's

Road Central, on MONDAY, the 20th day of

January, at NOON, for the purpose of Receiving

the Report of the General Managers, together with

a Statement of Accounts for the year ending 31st

December, 1895.

The TRANSFER BOOKS of the Company

will be CLOSED from the 14th to 21st instant,

both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 9th January, 1896. [109]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the EIGHTH

ORDINARY MEETING of SHARE-

HOLDERS in this Company will be held at

the Company's Offices, Victoria Buildings,

on THURSDAY, the 23rd January, 1896, at

12 o'clock (NOON), for the purpose of Receiving

the Report of the Directors, together with a

Statement of Accounts for the year ending 31st

December, 1895.

The REGISTER of SHARES of the Company

will be CLOSED from WEDNESDAY the 15th

to THURSDAY the 23rd January, 1896, (both

days inclusive), during which period no Transfer

of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON

Intimations.

BY SPECIAL APPOINTMENT.

WATKINS & CO.,

SOLE AGENTS in HONGKONG and the EMPIRE OF CHINA.

SCOTT & ROWNE, LD.

Scott's Emulsion and Plasters.

THOMAS DEERHAM.

Beecham's Pills, &c.

BOVRIL, LIMITED.

Bovril and B-vill Wine.

BERKEFELD CO., LIMITED.

Tap and House Filters.

SPECIAL TERMS OFFERED TO DEALERS.

G. ANVILLE & CO.

"Essence" Field and Powder.

FRANCIS & CO., LIMITED.

(Nine Elms Brand) Portland Cement.

THEO. RICKSEKER.

Perfumes and Toilet Requisites.

COLUMBIA CHEMICAL CO.

Animal Extracts, &c.

WATKINS & CO.,

66, Queen's Road Central.

Intimations.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS.

with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner. Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 16th January, 1896.

The Hongkong Telegraph

HONGKONG, THURSDAY, JANUARY 16, 1896.

ANOTHER P. W. D. FIASCO.

Can any one furnish an explanation of the undoubted fact that the individuals at present administering the Government of Hongkong appear to muddle everything they undertake, that hardly anything is done as it ought to be done, and that there are such repeated displays of thoughtlessness, precipitancy, want of consideration, and sometimes, of ignorance? Look, for instance, at the prosecution of Mr. MANNERS for riding on the Wong-nel-chong Recreation Ground; a prosecution which has put him to expense in defending himself and has caused him considerable loss of time and annoyance. It is difficult to say what he was charged with. At first, apparently, it was with a breach of an order by the Governor in Council dated 3rd May, 1892, forbidding all riding in the space enclosed by the Race Course without special permission from the Government, until further orders; and when it became evident that that charge was unsustainable, with using the ground in some unauthorized way in breach of the Rules and Regulations of the 7th November 1892, which sanctions riding for the purpose of playing polo on Mondays and Fridays. Mr. Tooker did not know, when he appeared in Court the other day, which were the Polo days, so was a little indefinite in his specification. Mr. MANNERS, in fact, rode into the Recreation Ground on a Saturday to have a look at the state of the ground for polo. We believe his so doing inconvenienced some golf players and one of them complained; hence the prosecution. When the complaint was made, what simpler than to write either officially or privately to the supposed offender and call attention to the Ordinance and the Regulations under it and give a caution? Every one knows that in Hongkong such a communication would have received, if well founded, every attention. Nothing of the sort could be done however. The P. W. D. was the Department concerned, and it is most severe in its enforcement of the law to the very letter without much regard for the spirit of it. Poor Mr. Tooker was peremptorily ordered to get out a summons under Ordinance 8 of 1870, and to proceed with vigour. It is quite clear, that no solicitor was consulted by the Department before proceedings commenced—no solicitor could have failed to notice that all Regulations, to be binding, must be posted in a conspicuous place at the entrance to the Grounds where none could fail to see them, and to have asked if the Rules were so posted before advising action. Was permission or authority asked from the Governor or from the Colonial Secretary

for this prosecution? We should hope not, and we think it might well be made a rule that no proceedings of this nature should be instituted by the non-legal departments of the Government without such sanction. The members of the Department directly concerned usually are incompetent to judge in their own case and lose their tempers over such matters. The case at the hearing broke down entirely and Mr. Tooker was sent away to get a little legal advice, and this morning Mr. MANNERS gets the letter which is published in another column. Not a word of apology for the trouble given is mentioned, and we may well believe that no one will take the trouble to examine the existing Rules and Regulations for the management of the Ground, and see if they do not need some reconsideration and revision to meet the altered circumstances. The Government ought to take some steps to clear up the doubt about the order of May 1892, and let the public know whether it is still in force or not. The Government ought further to detail some responsible officer whose duty it shall be to see that the Regulations are habitually adhered to by the frequenters of the Ground. We say "habitually" because it is and always has been the Government fashion in Hongkong to make Rules and Regulations and only to enforce them by fits and starts—sometimes with long intervals between. And it is another very bad habit to induce the Legislative Council to pass Ordinances in general terms authorising the Governor in Council to regulate all details by Orders in Council, and then no Orders in Council are ever made. The recent quarrels between the P.W.D. and local architects, about matcheds for example, very fairly illustrate this.

REUTER'S MESSAGES.
GREAT BRITAIN AND GERMANY.
The German Press is becoming more moderate, and the tension between the two countries is abating.

THE MEKONG QUESTION.
A settlement of the Mekong Question is imminent, Great Britain giving France the territory to the East of the Mekong.

THE TRANSVAAL.
The Transvaal Volksraad has resolved to largely increase its military force.

LOCAL AND GENERAL.
THE CERTIFICATED OFFICERS' BILL, which became law in the United Kingdom on the 21st instant, is published in *extenso* in another part of this issue.

A REGULAR meeting of the Freemasons' Lodge, No. 1026, will be held in the Freemasons' Hall, Zetland Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

At the Harbour Master's office this morning another sailor of the *Highland Forest* was sentenced to one week's hard labour for refusing duty. The man claimed to be sick, but the doctor certified that "Jack" was "O.K." hence the issue of an order for free board and lodging in Thomson's Retreat.

CHIEF JUSTICE Sir Fielding Clarke and Lady Clarke were seen of this morning by the English mail by a large number of friends and admirers well-wishers. The Hon. W.M. Goodman was today sworn in as acting Chief Justice, and Mr. H. Z. Pollock will act as Attorney-General in his place. Mr. Carrington, the newly appointed Chief Justice, is expected to leave British Guiana about the end of this month for London, where he may remain for a while prior to sailing for the Far East.

A CRICKET MATCH, The Hongkong Cricket Club v. The Garrison, will be commenced to-morrow and be continued on Saturday, the 18th instant. The eleven will be constituted as follows:—

H. K. CRICKET CLUB. THE GARRISON.
C. M. Frith G. D. Campbell, H.K.R.
E. W. Maitland Capt. Dyson, A.P.D.
F. Maitland Rev. G. Vallings
J. A. Lawson G. Paley, R.B.
T. S. Smith C. W. Knox, R.B.
A. S. Smith C. Percival, R.B.
R. A. Hancock Sir M. J. Johnston, A.M.S.
Sergeon Read, R.N. R. Alexander, R.B.
T. Skelford, R.N. S. E. Holland, R.B.
R. F. Lammert R. Green, R.B.

By the courtesy of Major the Hon. E. Noel and the officers of the Rifle Brigade, the band of the Regiment will play on the ground on Saturday afternoon.

We are in receipt of more '96 calendars, etc., setting forth the prominent features of various Insurance Companies, who in this useful manner remind their constituents of the advantages they offer. A large wall calendar from the Commercial Union Assurance Co., Ltd., shows that this Company has invested funds amounting to three and a quarter million sterling, and that it has a local Committee, with headquarters in Consongat House. The Northern Assurance Company, for which Messrs. Bradley & Co. are the Hongkong agents, also sends a handsome wall calendar. Messrs. S. P. David & Co. send us a pretty calendar on behalf of the South British Fire and Marine Insurance Co., of which they are the agents. The Standard Life Assurance Co. send us, through Messrs. Dowell Carrill & Co., a most useful as well as ornamental combined blotting book and diary, wherein is set forth, in a very small space, much interesting information regarding the company's history and business generally. Messrs. Grimaud & Co., Paris, have forwarded us an old fashioned comic almanac, illustrated by Caran d'Ache, the comic parts of which are diversified by particulars of the firm's specialties.

The Chinese Chamber of Commerce, erected on an eminence near the Civil Hospital, well drained, lit with gas throughout, elegantly furnished, and from which a splendid view of the whole harbour can be obtained, was thrown open to the public this afternoon, and will be formally opened, at 10 a.m. to-morrow, when the interesting ceremonies to be performed can, we understand, be witnessed by any one who is disposed to look in. A representative of the *Telegraph* was courteously shown over the premises this afternoon by Mr. Ho Amel, the public-spirited Chairman, and found them to be in every way a credit to the Chinese community. He was surprised to find, however, that the fresh water supply had been cut off, the water pipe connecting with the main in Hospital Road having been cut by order of the Water Authority. Upon inquiry our representative ascertained that Mr. Cooper refused to give any reason for his action, and the consequences is that the Secretary of this long needed and highly creditable institution had to send a long way for water. This is not as it should be.

The Rev. G. Heber Jones, Sub-Editor of the *Korean Repository*, called here to-day on his way home from the capital of the beleaguered kingdom which is sometimes dubbed the "Land of Morning Calm," presumably because the unfortunate down-trodden and ill-governed natives hope that some day peace and the blessings of true civilisation will take the place of the turmoil, tyranny, darkness and barbarity which now rides rampant throughout the land. Mr. Jones reports that the last state of Korea seems to be worse than the first, and that the problem of who shall be tutor and guardian of the Kingdom seems as far off a satisfactory solution to-day as it was ten years ago, though many of the high officials are credited with the desire to see the political and social affairs of the Kingdom placed on a sound basis. After a brief sojourn at his home in the United States Mr. Jones, as a passenger by the *Kaiser-i-Hind*, will return to Korea to resume the useful educational work among the natives which he and his friend Mr. Appenzeller, the Editor of the *Repository*, have so successfully initiated in the capital of King Li Hui's dominions.

For really interesting news of ourselves we have to go far afield—even to Los Angeles, California, where the ancestral tablets of Colonel John Bradbury are to be found. The gallant Colonel passed through Hongkong a few months ago on a lightning-speed round-the-world trip. He paid his way like a man; put up at all the best hotels in the universe, and travelled like a real live prince on "crack" English, German, French and American mail steamers. When he got home after braving the dangers of the deep and seeing all the magnificent sights (including the Hongkong clock-tower, the Post Office, Pedder's Wharf and the D. P. W.) of the Gorgeous East, scores of irrepressible interviewers hunted him up. The Colonel was found in a bad humour—very bad no doubt—he said little and thought less, and the result was the following "yarn," which, in these dull times, will undoubtedly be accepted as the Balm of Gilead by the hungry myriads of the hosts of Israel when they were taking a trip across the Garden of Eden or the deserts of Arabia or something. Anyway, that doesn't matter, but this is just what was wired from Los Angeles by a reporter who dashed breathlessly into a telegraph office to get his hair-raising news item, and on the road to the leading cities in Uncle Sam's realm of the West.

Colonel John E. Bradbury, the young millionaire, who left three months ago with his wife to make a tour of the world in ninety days, on a wager, has returned two days too late to win the thousands which he had at stake. They lost two days by missing the west-bound steamer at Southampton. At Hongkong, while in their sedan chairs, their coolies were attacked by American arms, won the fight, "Backed up by American arms!" For shame, Colonel Bradbury! How could such a great general looking chap as you tell such a great big lie?

FOR "A" tobacco, cigars and cigarettes apply to Messrs. Kelly and Walsh—*vide ad*.

A REGULAR meeting of the Alice Memorial and Melbourne Hospitals will be held in the Freemasons' Hall, Zetland Street, on Wednesday, the 22nd instant, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

THE Hon. Treasurer of the Alice Memorial and Melbourne Hospitals will be held in the Freemasons' Hall, Zetland Street, on Wednesday, the 22nd instant, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

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CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE HONGKONG GOVERNMENT AGAIN.

THE TOOKER V. MANNERS CASE.
DEAR MANNERS.—As it has been decided not to proceed further with the case against you for riding on the Wong Nui Chong Recreation Ground I think it only right to inform you of the fact in order to save you the trouble of appearing in Court to-day.

Yours truly,
H. P. TOOKER.
Hongkong, 16th January, 1896.
[We publish this letter at Mr. MANNERS' request, and our references to it and to the case with which it is connected are to be found in another column.—E. H. K. T.]

COLLAPSE OF A ROOF AT THE MOSQUE.
TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR.—The roof of an outhouse in the compound of the "Mosque," used as a rest-house for poor Mussulman travellers, fell in at 12 o'clock last night through dry rot, severely injuring three of the inmates, who were rescued from being buried in the debris by the assistance of several Portuguese gentlemen residing in the neighbourhood. One of the sufferers would have been suffocated had it not been for the timely succour rendered. Not being a witness of the unfortunate accident, I have no knowledge of the names of those gentlemen. I therefore request you to publish this as an acknowledgment and thanks for the service they have rendered.

Yours faithfully,
A. FUCKEERA,
For Committee of Management.
Hongkong, January 16, 1896.

THE CERTIFICATED OFFICERS' BILL.
TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR.—Where are the Boys? (I was going to say the Old Brigade, but I mean of the B. M. M. O. A.) who should keep steadfast and march shoulder to shoulder if they intend to do any good for themselves and the profession they belong to? Where is their first Secretary, who was the life and backbone of the whole affair? I ask these questions on receiving a copy of a Bill (Certificated Officers) to amend the *Merchant Shipping Act of 1894*. What are they doing to see that the Bill shall be enforced in this Colony and at Shanghai, where the law regarding mercantile shipping has been disregarded in the past.

The Bill came into force at home on the 1st January 1896—when will it become law in Hongkong?

I leave these questions to be answered by those interested and enclose a copy of the Bill. Thanking you in anticipation for space in your valuable columns,

I remain, etc.,
THE MAN ON THE LOOK-OUT.
Hongkong, January 16th, 1896.

A BILL TO AMEND "THE MERCHANT SHIPPING ACT, 1894"
MEMORANDUM.

The object of the *Certificated Officers Bill* is to increase the safety of life and property at sea, diminishing the number of vessels in charge of persons who have not proved themselves qualified for the performance of their duties, and who may be colour-blind and ignorant of the regulations for preventing collisions at sea.

Under the existing law, the largest cargo vessels may trade anywhere on the coast of the United Kingdom and to the Continental Ports between Brest and the River Elbe without having a single certificated master or mate on board.

The Bill lowers the tonnage limit for the employment of certificated officers to 500 tons, and provides that the largest class of vessels shall carry a certificated mate or second mate.

It provides that only British-born or naturalised British subjects shall be allowed to hold certificates as master, mate, or engineer, or licenses as pilot.

It further ensures that where the certificate of competency of a master, mate, or engineer is suspended or cancelled abroad, the officer shall have the same certainty of being able to appeal against the decision as the existing law allows to an officer whose certificate is suspended or cancelled in the United Kingdom.

It further relieves a master of a British ship from a personal liability for the wages of the crew of his ship, a liability which is incurred by no other class of British subjects holding a similar position in other pursuits.

THE BILL.
As it enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—

1.—(1) This Act may be cited as the *Merchant Shipping (Certificated Officers) Act, 1896*.
(2) This Act shall be construed as one with the *Merchant Shipping Act, 1894*, and this Act and that Act may be cited collectively as the *Merchant Shipping Acts, 1894 to 1896*.

2.—In this Act, unless the context otherwise requires, the term "British possession" means any territory or place situate within Her Majesty's dominions, and not forming part of the United Kingdom or of the Channel Islands or Isle of Man, and also all territories and places under one legislature, as hereinafter defined, are deemed to be one British possession for the purpose of the Act.

3.—The term "legislation" includes any person or persons who exercise legislative authority in a British possession, and where there are local legislatures as well as a central legislature means the central legislature only.

4.—The term "British ship" shall mean any ship or vessel registered in the United Kingdom, or in any part of Her Majesty's dominions, whether foreign going or engaged in the home trade.

5.—This Act shall be proclaimed in every British possession by the Governor thereof, as soon as may be after he receives notice in that "British possession" on the day of such proclamation. This Act shall commence and come into operation in the United Kingdom Channel Islands, and Isle of Man on the first day of January one thousand eight hundred and ninety-six.

6.—Every British foreign-going ship, every British home-trade passenger ship exceeding fifty tons burden and not requiring a holding passenger certificate, who goes to sea from any place in the United Kingdom, or elsewhere, and every foreign steamship carrying passengers between places in the United Kingdom shall be provided with officers duly certificated under this Act according to the following scale:—

(1) In any case with a duly certificated master.

(2) If the ship is of fifty tons burden or upwards, with at least one officer besides the master holding a certificate not lower than that of Only Master in the case of a foreign-going ship, or of Mate in the case of a home-trade passenger ship.

(3) If the ship is of five hundred tons net register or upwards, with at least the first and second mate duly certificated; and if the ship is of one thousand tons net register, tonnage or upwards with at least the first, second, and third mate duly certificated.

(4) If the ship is a foreign-going steamship of one hundred nominal horse-power, or upwards, with at least two engineers, one of whom shall

be a first-class and the other a first-class or second-class engineer duly certificated.

(2) If the ship is a foreign-going steamship of less than one hundred nominal horse-power, or a sea-going home-trade passenger steamship, with at least one engineer who is a first-class or second-class engineer duly certificated.

(3) If any person—
(a) having been engaged as one of the above mentioned officers goes to sea as such officer, without being duly certificated; or

(b) employ a person as an officer, in contravention of this section, without ascertaining that the person so serving is duly certificated—that person shall be liable for each offence to a fine not exceeding fifty pounds.

(3) An officer shall not be deemed duly certificated within the meaning of this section unless he is the holder for the time being of a valid certificate of competency under this Act of a grade appropriate to his station in the ship, or of a higher grade.

V.—From and after the commencement of this Act, no certificate of competency or service as master, mate, or engineer, shall be issued to a pilot, or any pilotage certificate, shall be issued to any person other than a British subject.

VI.—Every Naval Court summoned or acting in pursuance of any power contained in the Merchant Shipping Act, 1894, shall consist of not more than five and not less than three members, of whom one shall be a consular officer, and two shall be masters of British merchant ships, and the rest shall be either officers in the naval service of Her Majesty, masters of British merchant ships, or masters of British fishing vessels, and such court shall include the consular officer summoning the same, but shall not include the parties complaining or complained against may belong, and the naval or consular officer in such court, if there is only one such officer in the court, or if there is more than one, the naval or consular officer who, according to any regulation for settling their respective ranks for the time being in force of the highest rank, shall be President of such court.

VII.—Sections ninety-two, four hundred and sixty-nine, and subsection (1) of section 481 of the Merchant Shipping Act, 1894, are hereby repealed.

VIII.—Notwithstanding anything contained in the Shipping Casualties (Appeal and Rehearing) Rules, 1895, or any subsequent rules made under and by virtue of the Merchant Shipping Act, 1894, where a certificate issued by the Board of Appeal, or other competent authority, to any master, mate, or engineer has been cancelled or suspended by any naval or other court held under the Merchant Shipping Act, 1894, sitting in any British possession, and notice of appeal to the High Court of Justice in England, or to the Court of Session in Scotland, or to the High Court of Admiralty, or the Judge of a division of the High Court of Justice exercising Admiralty jurisdiction in the case of vessels registered in Ireland, has been given in writing to such court or other court within twenty-one days of the date of the judgment or order cancelling or suspending such certificate, the appealant shall have twenty-one days from the day when he first returns to the United Kingdom after such decision of such naval or other court, as the case may be, to do all acts and things required to be done by an appellant mentioned in the Shipping Casualties (Appeal and Rehearing) Rules, 1895, but no appeal shall be allowed to be brought under the name shall have been set down or entered for hearing in accordance with such rules, within twenty-one days of the date of the decision of the naval or other court appealed against.

IX.—From and after the passing of this Act, the master of a British ship shall not, by merely signing the articles of agreement for service, be personally liable for payment of the wages earned by any member of his crew, any law or practice to the contrary notwithstanding.

X.—No minor shall own or be registered as owner of any British ship.

THE SANITARY BOARD.

A meeting of the Sanitary Board was held this afternoon. Mr. F. A. Cooper (Director of Public Works) presided, and there were also present Mr. J. M. Atkinson, (Colonial Surgeon), Capt. W. C. H. Hastings (Assistant Colonial Superintendent of Police), Dr. F. W. Clark, (Medical Officer of Health), Mr. N. J. Eds and Mr. Hugh McCulloch (Secretary).

The minutes of the last meeting were read and confirmed.

A SENSIBLE SUGGESTION.
The Colonial Secretary wrote:—

"Sir,—With reference to the resolution passed by the Sanitary Board on the 3rd inst., on the subject of earnings and subsides, I am directed by the Governor to suggest that in matters affecting private property it would be advisable in future to give due notice of the action which the Board intends to take and to explain the object of such intended action to the persons concerned."

"In the case of Chinese the Board might usefully communicate its intentions through the usual medium, viz., the Registrar General."

The President, in ordering this to be circulated, noted:—"I don't see how such a course can be practically carried out. No notices require abstract form."

Mr. Eds intimated:—"This only applies to earnings and subsides, and fair notice and explanation should be given. I do not agree with the Medical Officer of Health that all resolutions of the Board be sent to the Registrar General. It is only necessary work."

The President:—"Does this apply to the statement of subsides on private property? If so a reasonable notice should be given. The Board's instructions explained, both to Chinese and others. I suggest that the resolution of the Board passed on the 3rd Jan., on the subject of earnings and subsides, be communicated to the Chinese through the usual medium, viz., the Registrar General, and that the Secretary receive instructions to transmit all resolutions of the Board to the Registrar General for his information."

The Director of Public Works:—"Notice of any special action should be sent to the Registrar General."

The President said:—"As the members seem unanimous, I propose to reply to the Colonial Secretary's letter that special measures will be notified through the Registrar General, but that where it affects the sanitation of the Colony it seems unnecessary."

MR. CROW'S WORK.
Mr. W. E. Crow's voluminous report of the work he did from the 18th April to the 31st December 1895 was presented. The duties assigned him were:—(a) special plague service, including supervision of the houses' house visitation, the inspection and disinfection of infected premises, the personal investigation of each case as notified, and the notification of the progress of the disease to the public through the newspapers; (b) the enforcement of the quarantine, cockle and cubicle regulations, and (c) the removal of obstructions to alleyways, lanes, etc.

After detailing the work done under each head, Mr. Crow writes:—"I have to express my thanks to Chief Inspector Corcoran and the District Inspectors, sergeants and constables of the Police Force for the assistance willingly tendered whenever I had occasion to apply to them."

This report is intimated by Mr. Eds.—Mr. Crow has evidently done some very valuable work.

The Colonial Surgeon:—"I certainly think Mr. Crow should receive some extra remuneration for the arduous and valuable work carried on by him during the most trying months of the year."

The Captain Superintendent of Police:—"I agree with Mr. Eds."

The Captain Superintendent of Police:—"I beg to propose that the Board desires to record its appreciation of the very valuable services of Mr. Crow, as already rendered."

Mr. Eds:—"In seconding that proposition I have much pleasure, as I have heard that the Government has recognised Mr. Crow's services in a substantial manner, and I am very glad to hear it, as I think it was well deserved."

PERIODICAL LIMEWASHING.
The Medical Officer of Health suggests that the following by-law, under Ordinance 24 of 1887, be made:—

"Any house or part of a house which is occupied by more than one family shall be cleaned and lime-washed throughout by the owner to the satisfaction of the Sanitary Board not less than twice in every year, namely, during the months of February and March, and of September and October respectively."

The President intimated:—"I think the sanitation should be dealt with as a whole, viz., cleansing premises, lime-washing premises and the proper disposal of refuse and of premises in the Colony. About half a dozen bye-laws would, I think, cover the whole."

The Colonial Surgeon:—"I recommend the adoption of the by-law suggested by the Medical Officer of Health."

The Captain Superintendent of Police:—"I agree with the Colonial Surgeon."

Mr. Eds said he thought certain houses occupied by Europeans or the better class of Chinese should be excluded, and the resolution was amended by inserting after "family" the words "unless specially exempted by the Board."

Thus amended the by-law was passed.

MORTALITY RETURNS.
The mortality returns for the fortnight ending January 4th were laid on the table. They show the rate to have been 24.6 per 1,000 for the week ending 28th December, and 20.9 for that ending January 4th, as against 18.5 for the same week last year.

ADJOURNMENT.
The Board adjourned for a fortnight.

THE "KAISER'S" EXPERIENCES.

RANGOON, December 26th.
By the arrival of the German ship *Kaiser* on the 24th December we learn a terrible tale of the sea which sounds almost like one of Mr. Clark Russell's stirring stories, so great have been the hardships of the crew now delivered in the Rangoon Port limits. She left Hamburg on only 21st with a good crew as the *S.E. Trade* on September 27th, and she never sailed on German waters. She is a wooden vessel, classed as A-1 (as the English say), and is a smart sloop. Her Captain amply provisioned her, and put on board all the necessary gear to breast even the roughest wind that blows. But little did he think of what was to happen to him and his brave crew on the eventful voyage. He started out with a freshening breeze, and after six days' sailing the *Dover* cliffs. Contrary winds met him two days later. On the eleventh day he experienced his first storm. In Lat. 48° N. and Long. 6° W. Sailing under reefed topsails he went on for five days amid bad storms and heavy seas, which only abated when she reached the N.E. Trades. San Antonio was sighted on August 27th, and she crossed the Line at midnight on September 15th, with the usual weather in the belt of calms and variable. The vessel sailed on gully and caught the S.E. Trade on September 27th, and it was in these winds that she met with dire misfortune. On October 2nd, in Lat. 34° S. and Long. 142° W., she experienced the first severe storm. The sea was heavy indeed, and the vessel shipped large quantities of water. The wind howled and increased till on October 13th the ship was in a hurricane. The heavy seas she was shipping carried away everything movable on deck, but under reefed topsails she bore up gallantly. The sea continued breaking over her, kept her almost under water, and made it dangerous for the seamen to get at the ropes. But still she rode on for days and days, until at last it was found that she was making water. She was then in Lat. 43° S. and Long. 52° E., ninety days in, in the wildest of fierce hurricanes, and with the water gaining on her. All the time the crew worked on the pumps, and day and night without any rest, but the water still came in. It was impossible to endure any longer. The Captain continued to run her through the now increasing gale and snow squalls. It was found that the water in the forehold had reached an alarming depth, and it became necessary to put one watch to bailing out the water with buckets. On October 26th, the gallant Captain gave her to, and finding that the water was still gaining on them he had a consultation with his mate as to the best way to do. Meanwhile the crew were exhausted, the days and nights of constant work being almost beyond endurance. They went aft to the Captain at one o'clock in the afternoon of Oct. 25th, and said they could not any longer work the ship and asked what was the best thing to do. They begged the Captain to make the nearest land, if possible. The Captain said: "Well, boys, shall we alter our course and make for St. Paul? If we reach there it will be all right, but we will not have till the 1st." Not a dissentient voice was heard, as they went forward to the pumps. No boat could live in the sea, and it was useless to talk of reaching land without first working at the pumps, so the crew worked on manfully again. They had been pumping for a watch when one of the boys, Imhoff by name who is now an inmate of the General Hospital, fell off the mainmast royal yard, a distance of from 150 to 175 feet. The mate, speaking to a reporter this morning, said: "It was a MIRACULOUS ESCAPE."

The little fellow turned three times in the air and dropped on the poop deck on the weather side."

The sufferer fortunately only fractured one of his legs, and sustained a few bruises. He was carried into the cabin and attended to as far as possible. On the 26th October a storm came on, the wheel house, compass, life buoys, smashed the port boat, and carried away a portion of the bulwarks. All this time the crew were working day and night, one watch throwing the salt water out of the after hold, while the other was taking it by buckets from out the fore hatch. The wind shortly after moderated, fortunately for the new exhausted crew, and when in Lat. 38° 43' S. and Long. 73° 32' E. they had comparatively fine weather. Towards the evening of that day the Captain called the men aft, and said:—"Now boys shall we put her on her course again?" "Yes" was the ready reply, "on to Rangoon we must go." That night the pumps sucked, and the water was out of her. They kept her on her course, and she sped on till December 18th, when she encountered a cyclone in the Bay of Bengal, and lost a number of sails. She reached Rangoon 117 days out from Hamburg—Rangoon Times.

RUSSIA AND CHINA.

AN INTERESTING COMPARISON.

There are several points of similarity between the Russian and the Chinese, says the writer of notes on the situation in the *P. & T. Times*. Slavonic Russia forms a great patriarchal state of which the Russian family is a dimly reflected reflection. The head of the family is the father, and after his death it is the first-born son who has exclusive disposal of the property and allows the other members of the family—who otherwise have the same rights—what is necessary for their support. The soil belongs to the whole family, the single member has only the right of use, and after the death of the father there is no individual right of inheritance. The "commune" is only the larger form of the family, all members have the same rights, but must unconditionally obey the Starost, or the old man, the head of the commune. The common head of all the Russian communes, to whom the soil of Russia belongs by force of tradition, is the father of the nation—the Czar, who, in his paternal capacity, exercises an unconditional and unlimited power over all and everything. A limitation of power is, therefore, from a national standpoint, not in the least, but in the right to obey the divine law. The character of the Chinese government is also patriarchal. The Emperor exercises supreme control over the whole empire, "because Heaven has empowered him to do so." His patriarchal character, while it confers on him absolute sovereignty, imposes also the obligation to treat his people with leniency, sympathy, and love.

Russia, like China, has no numerous or influential nobility by birth, but the nobility by merit or office is the more powerful. Every one in Russia or China can obtain the right of nobility either for himself alone or for his descendants as well. As in China, an official career is the only road to honor and influence. The whole Tsarist, or officialdom, with its numerous classes of military members and civilians, which have absorbed the whole people, has grown into a large and distinctly separate body. But, unfortunately, it comprises many rude and ignorant persons, whose whole education reaches as far as to be able to read and write, who possess an outer polish, and who by their habits, views and dress form a complete contrast to the large mass of the people, with whom they have religion and language in common. Saturated in nearly all branches with inferior, open to bribery in all transactions, the common man looks upon them with contempt as far as to be able to read and write, who possess an outer polish, and who by their habits, views and dress form a complete contrast to the large mass of the people, with whom they have religion and language in common. Saturated in nearly all branches with inferior, open to bribery in all transactions, the common man looks upon them with contempt as far as to be able to read and write, who possess an outer polish, and who by their habits, views and dress form a complete contrast to the large mass of the people, with whom they have religion and language in common. 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Auctions.

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on MONDAY, the 20th day of January, 1896, at 3 P.M., are published for general information. By Command, J. H. STEWART LOCKHART, Colonial Secretary's Office, Hongkong, 4th January, 1896.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 20th day of January, 1896, at 3 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Shaikwan West, in the Colony of Hongkong, for a term of 75 years. PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measure	Containing	Annual Rent	Use
1	10	Shaikwan West	112/200/119/15/28/86	1/2/2		

Announcements.

MR. CHADWICK KEW, (LATE OF PATE & NOBLE.) HAS OPENED his Dental Rooms at No. 62, QUEEN'S ROAD CENTRAL, a few doors from Messrs. GAUPP & Co. TEETH filed permanently from \$1.00 upwards. CROWN and BRIDGEWORK inserted and TEETH EXTRACTED.

PLATES A SPECIALITY. Hongkong, 7th June, 1895.

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats; as FOUL WATER is the cause of much sickness on board ship. We are the only Water-Boat Company in Hongkong exclusively supplying FILTERED WATER.

Capt. W. W. J. W. KEW & Co., STEAM WATER-BEAT CO., 18, PRINCE CENTRAL.

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE BEAMS and LUMBER Always on hand.

J. DENIS, HENRY MOUNIE & CO. COGNAC. ESTABLISHED 1836.

TRADE MARK. COGNAC. MARK.

BRANDY OF EXCEPTIONAL PURITY AND EXCELLENCE.

Proprietors of large Vineyards and Distilleries.

Apply to—PIERRE MARTY, Esq., Hongkong, M. OPPENHEIMER & Co., Paris, Agents.

A CURE FOR ASTHMA!!! GRIMAULT'S INDIAN CIGARETTES

Authentic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, loss of voice, Nervous coughs, Lung troubles, Colds, with Watery eyes, Bronchitis, Insomnia, Catarrhs, etc., are promptly relieved by these Cigarettes.

GRIMAULT'S Matico Capsules AND INJECTION

"When a patient presents the Grimault's Matico as the best remedy at the same time the most reliable for the treatment of various chronic diseases, the Grimault's Matico is used in recent and chronic cases."

MATIO INJECTION is used in recent and chronic cases.

GRIMAULT & Co., Paris, Sold by all Chemists.

Shipping.

STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

(Following the S.S. "ANNANDALE" and "TEVIOTDALE.")

THE Steamship

"FALLOON HALL,"

Captain Kilvert, will be despatched for the above Port on or about 23rd instant.

For Freight, apply to SHEWAN & Co., Hongkong, 6th January, 1896.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ACHILLES,"

Captain Harvey, will be despatched as above on THURSDAY, the 23rd instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th January, 1896.

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE AND PENANG.

THE Company's Steamship

"AMARA,"

Captain D. Smith, will be despatched as above TO-MORROW, the 17th instant, at 4 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 14th January, 1896.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

THE Steamship

"H. PEH,"

Captain Quill, will be despatched on SATURDAY, the 18th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th January, 1896.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

THE Company's Steamship

"HOHENZOLLERN,"

Captain P. Wetlin, will leave for the above Ports on or about SUNDAY, the 19th instant.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 13th January, 1896.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"KARLSRUHE,"

Captain H. Walter, due here with the outward German Mail about the 18th instant, will leave for the above place about 24 hours after arrival.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 13th January, 1896.

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.

(Subject to Alteration.)

As follows:—

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"ASLOUN,"

will be despatched hence for VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on TUESDAY, the 21st instant.

Consular Invoices of Goods for United States Ports should be in QUADRUPPLICATE, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to SHEWAN & Co., Agents.

Hongkong, 15th January, 1896.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL DIRECT, VIA PORTS OF CALL.

(Calling at ILOILO.)

THE Company's Steamship

"CHINGWOW,"

James G. G. Commander, will be despatched as above on or about the 22nd instant.

For Freight, apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 14th January, 1896.

FOR KOBE (DIRECT).

THE Steamship

"RHODORA,"

Captain Williams, will be despatched for the above Port on THURSDAY, the 23rd instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 15th January, 1896.

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"ETON,"

Captain Brophy, will be despatched as above on or about THURSDAY, the 23rd instant.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 15th January, 1896.

"SHIR" LINE OF STEAMERS.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE,"

Captain Vyvyan, will be despatched for the above Ports on TUESDAY, the 28th instant, instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 14th January, 1896.

FOR NEW YORK, VIA SUEZ CANAL.

(Following the S.S. "PCY PHEMUS.")

THE Steamship

"LENNOX,"

will be despatched about 4th February.

S.S. "PORT ADELAIDE,"

will be despatched about 18th February.

S.S. "GAZEE,"

will be despatched about 4th March.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 4th January, 1896.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship

"THALES,"

Captain H. Balthus, will be despatched for the above Ports TO-MORROW, the 17th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAK & Co., General Managers.

Hongkong, 16th January, 1896.

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENLOMOND,"

Captain McLachlan, will be despatched as above on or about the 17th instant.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 3rd January, 1896.

FOR SINGAPORE, THURSDAY ISLAND AND SYDNEY.

THE Steamship

"AMUR,"

Captain C. Meay, will be despatched as above on SATURDAY, the 18th instant.

For Freight or Passage, apply to STOLTERFORTH & HAGAN, Agents.

Hongkong, 14th January, 1896.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"MENMUIR,"

Captain Craig, will be despatched for the above Ports on MONDAY, the 27th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions throughout the voyage.

A Stewardess and a duly qualified Surgeon are carried.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th January, 1896.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA PORTS OF CALL.

THE Company's Steamship

"KAISOW,"

E. Waller, Commander, will be despatched as above on or about the 20th instant.

For Freight, apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 14th January, 1896.

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L.L. American Ship

"DANIEL BARNES,"

Rogers, Master, will load here for the above Port, and will be despatched on or about the 13th February.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 14th January, 1896.

FOR NEW YORK.

THE 3/3 A.L. American Ship

"JOHN R. KELLEY,"

Captain Chapman, having arrived, will load here for the above Port, and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, 21st November, 1895.

FOR SAN FRANCISCO.

THE 100 A.L. British Ship

"BRODICK CASTLE,"

Ferguson, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co., Agents.

Hongkong, 5th December, 1895.

Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from the Steamer.

Cargo Implying the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co., Agents.

Hongkong, 15th January, 1896.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENALDER,"

FROM ANTWERP, LONDON AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th instant or they will not be received.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant at 11 A.M.

No Fire Insurance has been effected.

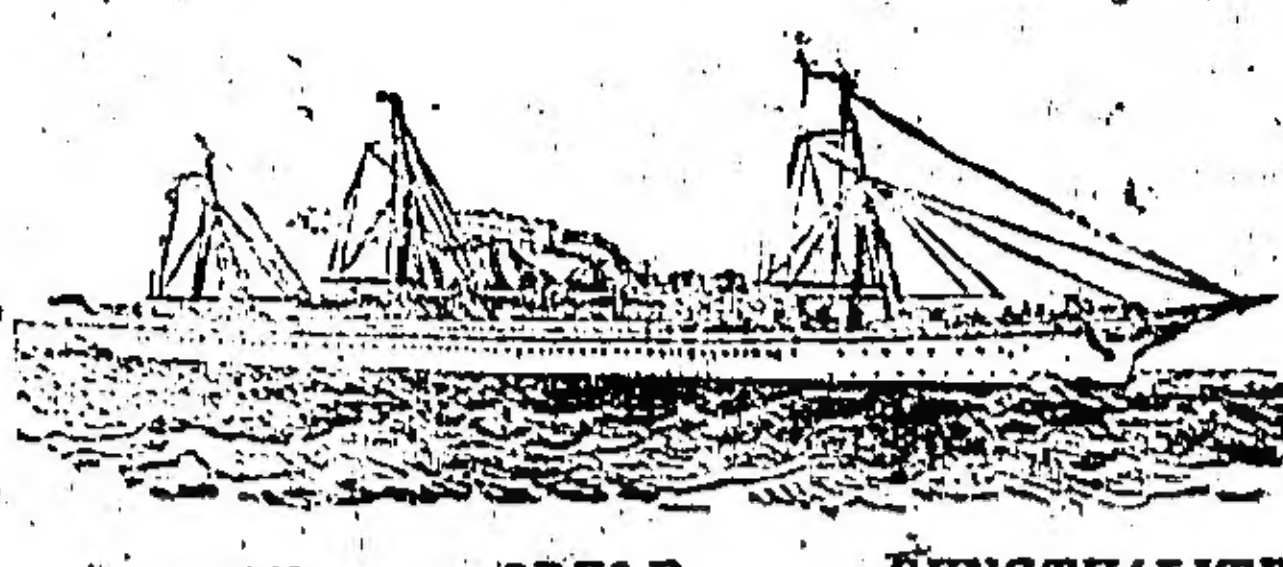
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 10th January, 1896.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4000 Tons—12,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 22nd January, '96
EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R...WEDNESDAY, 19th February, '96.
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 18th March, 1896.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain, the Continent and the West are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 6 months, 1200.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Paddler's Street.

Hongkong, 25th December, 1895.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Nagasaki, Kobe, Inland Sea and Yokohama) Saturday, 1st Feb., at Noon.

Coptic (via Nagasaki, Kobe, Inland Sea and Yokohama) Tuesday, 3rd March, at Noon.

Gaika (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 21st March, at Noon, 1896.

THE Company's Steamship

"BELGIC"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on SATURDAY, the 1st Feb., 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through